

Settlers' Guide 1908



— TO —

MANITOBA Saskatchewan and Alberta

(Macleod, Alta., Morley, Alta., and East)

C. B. FOSTER,
Dist. Passr. Agent,
TORONTO.

WM. STITT,
Gen'l Passr. Agent,
MONTREAL.

(B-08)

Railway and Free Grant Lands

THE CANADIAN PACIFIC RAILWAY COMPANY

**Owens 9,000,000 acres of land in the
Canadian Northwest, lying chiefly
along its Main Line and Branches.**

To encourage actual settlers (that is, those who intend settling upon and cultivating the land and undertake to do so) the Company has adopted the following liberal terms of payment on purchases not exceeding 640 acres:

The aggregate amount of principal and interest is divided into eleven instalments, as shown in the table below; the first to be paid at the time of purchase, interest alone to be paid at the end of the first year and nine equal instalments, including both principal and interest, annually thereafter.

The following table shows the amount of the annual instalments on a quarter section of 160 acres at different prices under the conditions applicable to actual settlers;

Acres.		Per Acre.	First Instalment	and Nine Equal Instalments of
160	at	\$7.00	\$167.80	\$140.00
160	"	8.00	191.70	150.00
160	"	9.00	215.70	180.00
160	"	10.00	239.70	200.00
160	"	11.00	263.60	220.00
160	"	12.00	287.60	240.00
160	"	13.00	311.55	260.00
160	"	14.00	335.60	280.00
160	"	15.00	359.50	300.00

Interest in each case to be paid at the end of the first year in addition to the above.

Purchasers who do not undertake to settle personally upon the land within one year from date of purchase are required to pay one-sixth of the purchase money down and the balance in five equal annual instalments with interest at the rate of six per cent. per annum. Interest at six per cent. will be charged on overdue instalments.

All improvements placed upon land purchased to be maintained thereon until final payment has been made.

All taxes and assessments lawfully imposed upon the land or improvements to be paid by the purchaser.

Liberal rates for settlers and their effects are granted by the Company over their railway.

Intending settlers having friends in the Northwest and wishing to settle near them, should write to F. T. Griffin, Land Commissioner, C. P. R., Winnipeg, Man., for one of the sectional maps published by the Company, showing the vacant lands of the Company in the district and for any further information required.

All surveyed even-numbered sections, excepting Nos. 8 and 26, are held exclusively for free homesteads, and entry therefor to the extent of a quarter section (160 acres) can be obtained on payment of a fee of ten dollars.

The Canadian Pacific Railway traverses three of the most important divisions of Western Canada, viz., Manitoba, Saskatchewan and Alberta.

The prices of the Company's lands are generally \$7.00 to \$25.00 an acre. Grazing lands, \$7.00 to \$8.00 per acre. Lands suitable for grain growing and mixed farming, \$8.00 to \$25.00 per acre, according to quality and location.

MANITOBA is already well settled, but homesteads can still be secured in some of the outlying parts of this highly favored province. The natural resources of the country are as great as those of any other part of the North American Continent. The soil is generally a rich loam of great depth, particularly well adapted for the growth of wheat. The province is well supplied by nature with wood, hay and water. Railways, schools, churches and thriving towns are now scattered all over the country. The population is made up of Canadians, Americans, and people from every country in Europe, so that the intending settler, no matter what his nationality, can settle among his own countrymen.

SASKATCHEWAN Saskatchewan, the central province of the Northwest, has an area of 230,000 square miles, and embraces the great wheat growing district of what was formerly Eastern Assiniboia; extending westerly to the

great ranching country around Medicine Hat, which, owing to its climate, permits cattle to graze without shelter throughout the whole winter.

The great plain extending from the Qu'Appelle River to the international boundary, and from the Missouri Coteau to the neighborhood of the second meridian, including the celebrated Moose Jaw, Regina, Indian Head and Moose Mountain districts, contains an immense unbroken area of choice wheat growing land. This great area is well served by the main line and branches of the Canadian Pacific Railway, practically all of the lands being within reasonable distance of railway stations. Busy towns are springing up along the recently constructed lines. The valley of the Saskatchewan in the central portion of the province extends from Alberta on the west to Manitoba on the east and is remarkably fertile and attractive and contains extensive areas of first class wheat lands. Throughout the district are thriving towns and prosperous settlements and new ones are springing up along the branch line running from Moose Jaw north westerly and the Company's new short line to Edmonton via the Pheasant Hills and Wetaskiwin branches, which will develop the choicest portions of this favored territory.

ALBERTA is situated immediately east of the Rocky Mountains, north of the State of Montana, and west of the Province of Saskatchewan, covering an area of 281,000 square miles. It is characterized by a mild climate in winter and cool breezes in summer. Its location gives it the benefit in winter of the Chinook winds, which follow an easterly direction from the currents in the Pacific Ocean, whence they receive their warmth. The snow in winter rarely lies longer

than four or five days at a time when it is melted by this wind, thus making the winters mild and filling the creeks and ponds with water for the stock on the ranches. In the summer these creeks are constantly supplied with water from the melting snow in the mountains, so that during summer and winter there is always to be found throughout the district an abundance of water for grazing and all other purposes.

The wild grasses are most nutritious, as has been demonstrated by the thousands of cattle sold from the different ranches all in first-class condition for the market.

The surplus cattle are shipped to British Columbia and to the European markets via Montreal.

The grain raised in Alberta at present is largely required to supply local requirements. The surplus finds a market in British Columbia, the Orient, and to some extent in Eastern Canada. Winter wheat is successfully grown in Alberta, more especially in the southern parts, and the area under crop is rapidly increasing.

The cool temperature in summer, with the grasses and pure cool mountain streams mentioned, make Alberta one of the best countries to be found for **Cheese and Butter-making**, and it is rapidly becoming as noted for such industries as for its ranches.

There is a local lumber supply at Edmonton and other points, but the finer grades are obtained from British Columbia.

The province is opened up by the Canadian Pacific Railway and its branches from Calgary to Edmonton and to Macleod, and by the

Crowsnest Pass Ry. from near Medicine Hat, which runs through the great mining districts of Southern British Columbia.

Westbound trains stop for sufficient time at Winnipeg station to enable passengers to visit the Land Office of the Company at the station, where maps and pamphlets, descriptive of the Free Grant and Railway Lands, through which the railway passes, can be obtained.

For detailed prices, maps and full particulars, apply to

F. T. GRIFFIN,

C.P.R. Land Commissioner,

Winnipeg,

Or any Agent of the Canadian Pacific Ry. Co.



Government Lands

FREE

HOMESTEAD

REGULATIONS.

Any even-numbered section of Dominion lands in Manitoba, Saskatchewan or Alberta, excepting Nos. 8 and 26, which has not been homesteaded, reserved to provide wood for settlers, or other purposes, may be homesteaded by any person who is the sole head of a family, or any male over eighteen years of age, to the extent of one-quarter section of 160 acres, more or less.

ENTRY. Entry may be made personally or by an immediate relative at the local land office for the District in which the land to be taken is situate, or, if the homesteader desires, he may, on application to the Minister of the Interior, Ottawa; the Commissioner of Dominion Lands, Ottawa; Dominion Immigration Commissioner, Winnipeg, or any local agent, receive authority for some one to make the entry for him. A fee of \$10 is charged for homestead entry.

HOMESTEAD DUTIES.

Under the present law homestead duties must be performed in one of the following ways, namely:—

(1) By at least six months' residence upon and cultivation of the land in each year during the term of three years.

(2) If the father (or the mother, if the father is deceased), of any person who is eligible to make a homestead entry resides upon a farm in the vicinity of the land entered for by such person as a homestead, the requirements of the law as to residence prior to obtaining patent may be satisfied by such person residing

with the father or mother on farm land in the vicinity.

(3) If a settler has obtained a patent for his first homestead, or a certificate for the issue of such patent countersigned in the manner prescribed by the Dominion Lands Act, and has obtained entry for a second homestead, the requirements of this Act as to residence prior to obtaining patent may be satisfied by residence upon the first homestead. Only a person who earned his patent for first homestead prior to 2nd June, 1889, is entitled to a second homestead.

(4) If the settler has his permanent residence upon farming land owned by him in the vicinity of his homestead, the requirements of the law as to residence may be satisfied by residence upon the said land.

APPLICATION FOR PATENT should be made at the end of the three years, before the Local Agent, Sub-Agent or the Homestead Inspector. Before making application for patent the settler must give six months' notice in writing to the Commissioner of Dominion Lands at Ottawa of his intention to do so. Application for patent must be made within five years from the date of the homestead entry, otherwise the right thereto is liable to forfeiture.

DOMINION LAND OFFICES are located at Winnipeg, Brandon, Dauphin, Alameda, Regina, Yorkton, Lethbridge, Calgary, Red Deer, Edmonton, Battleford, Prince Albert and Humboldt.

TIMBER AND FUEL. A liberal supply of timber for house-building purposes and fuel is granted free to settlers on payment of a small office fee for the permit to cut.

For full information as to conditions of tender, and sale of timber, coal or other mineral lands, apply to the Secretary of the Department of the Interior, Ottawa, Ontario; or to any of the Dominion Land Agents for Manitoba, Saskatchewan or Alberta.

List of Publications

The Canadian Pacific Railway Co. issues a number of pamphlets and folders, amongst which are the following:

WESTERN CANADA. A most interesting pamphlet descriptive of the advantages and capabilities of the Provinces of Manitoba, Saskatchewan and Alberta, with detailed information as to cattle, horse and sheep ranching, dairying, mixed farming and mining. It is fully illustrated with views reproduced from photographs. Land and railway maps are also included.

BRITISH COLUMBIA. The best compilation of trustworthy information yet issued regarding the Pacific Coast Province, carefully revised and brought up-to-date. It is well illustrated, with maps of the Province, and should be in the hands of every one who feels the slightest interest in British Columbia.

Other publications dealing with the trip across the continent, China and Japan, Hawaii, Australia, Around the World tours, the Pleasure and Health Resorts of the Canadian Rockies, Game Regions of Canada, etc., are also issued by the Canadian Pacific Railway Co., and can be had free on application to any agent of the Company.

Apply for free Copies of any of the Publications mentioned, or this Pamphlet, to any Agent of the Company; or for Special Information, Maps and Pamphlets, regarding the Province of Manitoba, to Jas. Hartney, Manitoba Government Immigration Agent, No. 77 York Street, Toronto.

For Rates, Rules, Conditions, and Explanations for the Transportation of

SETTLERS' EFFECTS

From all Canadian Pacific Railway Stations,
East of Montreal in Canada to

MANITOBA,
SASKATCHEWAN and
ALBERTA

Consult your local railway Agent relative to placing car at your town for your freight for the Northwest, advising him as nearly as you can what you will have to go forward.

The Freight Rates in this Pamphlet are subject to the General Notices and Conditions of Carriage printed in the Company's form of Shipping Receipt.

Notes . . .

For Intending Passengers

The object in running Settlers' Specials is to give Colonists an opportunity to travel with their stock and still have good accommodations and quick time. Intending passengers are, therefore, particularly requested to advise their railway agent early, the date fixed for leaving, so that suitable accommodation can be secured. Individual berths are not reserved, but accommodation is based on estimated number of passengers.

DATES. Settlers' Excursions will leave Toronto every Tuesday about 9.00 p.m. during **MARCH** and **APRIL**, 1908, provided sufficient business offers.

COLONIST CARS will be attached to each "Settlers'" Special, and also to the regular Express leaving Toronto at 1.45 p.m., on the above days. Passengers travelling without live stock should take this train and not wait for train leaving Toronto at 9.00 p.m. Colonist Cars have been specially built for this class of business after the plan of the C. P. Ry. first-class sleepers, the upper berth being let

down from the roof, while the seats being drawn together form the lower. Each berth will hold two persons.

An agent of this Company will be present at Union Station, Toronto, to render any assistance to passengers in locating their cars or effects.

Bedding to fit the berths can be obtained at Union Station, Toronto, or North Bay, as under:—

Mattresses, single	\$0.85	each.
Mattresses, double	1.70	"
Pillows .....	.30	"
Blankets .....	.90	"
Curtains .....	.85	per pair.
Straps .....	.15	each.

Berths in Colonist Cars are Free.

MEALS Arrangements have been made
EN ROUTE. at various stations along the
 line at convenient intervals to
 provide meals. See stations in
 Folder A marked "||."

If passengers wish to take their food, baskets holding same should not be over 2 feet long, 18 inches wide, and 11 inches high, so that they can be placed under the seats when not in use.

AN AGENT of the Manitoba Government
 will accompany each Excursion
 to give information and assist-
 ance to passengers.

BAGGAGE. 300 lbs. of personal baggage will be checked to points in Manitoba, Saskatchewan and Alberta, except stations on the Canadian Pacific Railway main line west of Morley, or on Crowsnest Branch west of Macleod.

Settlers with effects should obtain from Railway Agent, at point where effects are loaded, card showing number of car and destination.



Settlers' Effects

FREIGHT REGULATIONS ON THE CANADIAN PACIFIC RY.

RULES AND CONDITIONS.

1. The rates in this tariff are subject to the general notices and conditions of carriage printed in the Company's forms of Shipping Receipt and will apply only on shipments consigned to actual settlers, and are entirely exclusive of cartage at stations where this service is performed by the Railway Company's Cartage Agents.

2. **Carloads** of Settlers' Effects, within the meaning of this tariff, may be made up of the following described property for the benefit of actual settlers, viz.: Live stock, any number up to but not exceeding, ten (10) head, all told, viz.: Cattle, calves, sheep, hogs, mules or horses; Household Goods and personal property (second-hand); Waggon, or other vehicles for personal use (second-hand), except omnibuses, hearses, or similar vehicles. **Farm Machinery, Implements and Tools** (all second-hand); **Softwood Lumber** (Pine, Basswood, Hemlock, or Spruce only) and **Shingles**, which must not exceed 2,000 feet in all, or the equivalent thereof; or in lieu of, not in addition to the lumber and shingles, a **Portable House** may be shipped; **Seed Grain**; small quantity of **Trees or Shrubbery**; small

lot Live Poultry or pet animals; and sufficient feed for the live stock while on the journey. Settlers' Effects rates, however, will not apply on shipments of second-hand Waggon, Buggies, Farm Machinery, Implements or Tools, unless accompanied by Household Goods.

3. **Merchandise**, such as groceries, provisions, hardware, etc., also implements, machinery, vehicles, etc., if new, will not be regarded as Settlers' Effects, and, if shipped, will be charged the regular class tariff rates. While the Canadian Pacific Railway is desirous of continuing to give liberal encouragement to settlers, both as to the variety of the effects which may be loaded in cars, and the low rates thereon, it is also the duty of the Company to protect the merchants of the North-West by preventing, as far as possible, the loading of merchandise of a general character in cars with personal effects. Agents, both at loading and delivering stations, must personally satisfy themselves that contraband articles are not loaded, and see that actual weight is charged for when carloads exceed 24,000 lbs.

4. **Top Loads will not be permitted.**—Agents must see that nothing is loaded on top of box or stock cars. This manner of loading is dangerous and is absolutely forbidden.

5. **Passes.**—One man will be passed free in charge of full carloads of settlers' effects, when containing livestock, to feed, water, and care for them in transit. Agents must fill out the usual livestock form of contract.

6. **Settlers' Effects**, to be entitled to carload rates must consist of a carload from one point of shipment to one point of destination. Carload shipments will not be stopped in transit for completion or partial loading.

7. The minimum carload weight of 24,000 lbs. is applicable only to cars not exceeding 36 feet in length; larger cars must not be used for this business. If the actual weight of the carload exceeds 24,000 lbs., the additional weight will be charged for at the carload rate.

8. The minimum charge for less than carload shipments will be 100 lbs. at regular first class rate.

9. Should a settler wish to ship more than ten head of livestock (as per rule 2) in a car, the additional animals will be charged for at the less than carload livestock rate (at minimum weights as per Canadian Classification), but the total charge for the car will not exceed the rate for a straight carload of livestock.

10. **Less than Carload Shipments.**—Less than carloads will be understood to mean only Household Goods (second-hand), Waggon, or other vehicles for personal use (second-hand), except Omnibuses, Hearses, or similar vehicles, and second-hand Farm Machinery, Implements and Tools. Settlers' Effects rates, however, will not apply on shipments of second-hand Waggon, Buggy, Farm Machinery, Implements or Tools, unless accompanied by Household Goods. Less than Carload lots must be plainly addressed.

11. **Settlers' Effects** ex connecting lines will be charged from Canadian Pacific Railway junction point, the Settlers' Effects rates from that point.

12. **Release Form.**—Agents at shipping points, where shipments of settlers' effects are offered for transportation, must in every case require shippers to execute special contract release form 25 restricting valuation to \$5.00 per piece or package, also where live stock is

part of shipment, special live stock contract form 18, restricting valuation as stated therein.

Passengers from points north and west of Cardwell Junc. and Inglewood Junc. on both G.T. and C.P. and passengers from points west of Georgetown and Hamilton on the G.T. must expect their cars of effects to go via these points to Allandale instead of via Toronto.

For any other information relative to Passenger matters, write

O. B. FOSTER,

District Passenger Agent,
TORONTO, Ont.

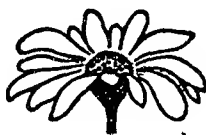
WM. STITT,

General Passenger Agent,
MONTREAL, Que.

For any other information relative to Freight matters, write

M. H. BROWN,

General Freight Agent, Ontario Division C.P.R.,
TORONTO, Ont.



SPECIAL PASSENGER FARES

AND FREIGHT RATES ON COLONIST EFFECTS

From Points in Ontario, Sharbot Lake and West.	-TO-	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West	
		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
PASS'R SECOND CLASS			
\$27 00	... Abernethy, Sask ...	44	88
30 45	.....*Aikins, Sask.....	48	96
37 55	.....Airdrie, Alba.....	57	1 14
25 60	...††Alameda, Sask... [via Brandon] [via Pembina Section]	42	84
37 85	[via Calgary] } *Aldersyde	57	1 14
37 90	[via Macleod] } Sask.....		
23 35	... Alexander, Man ...	40	80
38 10	..... Alix, Alba.....	60	1 20
22 25	.... Altona, Man.....	36	72
31 15	...*Antelope, Sask ...	49	98
24 60	.....Antler, Sask.....	41	82
25 55	.....Arcola, Sask.....	42	84
22 90	.....Arden, Man.....	39	78
22 00	....*Arnaud, Man....	36	72
24 30	..*Arrow River, Man..	41	82
22 30	.....Austin, Man.....	38	76
22 10	.....Bagot, Man.....	38	76
27 15	.... Balcarres, Sask....	44	88
27 20	.... Balgonie, Sask....	44	88
21 60	.... Balmoral, Man....	37	74
23 00	....*Banting, Man....	39	78
34 85	.... *Bantry, Alba	54	1 08
24 50	.....Bardal, Man..... [Via Reston]	41	82

*Flag Stations. All charges must be prepaid.

†Tickets must have stamped or written across the face
"Via Brandon."

††Tickets must have stamped or written across the face
"Via Pembina Section."

Charges for less than carloads, whether shipments be
Flag Stations or otherwise, must be prepaid.

From Points in Ontario, Sharbot Lake and West.	-TO-	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West	
		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
PASS'R SECOND CLASS			
\$22 05	...*Barnsley, Man....	37	74
35 55	.....Bassano, Alba.....	55	1 10
23 65	...*Basswood, Man....	39	78
38 40	.....Bawlf, Alba.....	62	1 24
21 00	...Beausejour, Man...	35	70
37 40	..Beddington, Alba..	57	1 14
28 00	..*Belle Plaine, Sask..	45	90
25 90	....Bender, Sask.....	42	84
	[Via Reston]		
23 35	....Beresford, Man....	40	80
21 15	....Bergen, Man.....	36	72
30 70	....*Beverley, Sask....	49	98
26 15	....Bienfait, Sask....	43	86
	[via Brandon]		
	[via Pembina Section]		
24 95	....Binscarth, Man....	41	82
21 00	...Bird's Hill, Man...	36	72
24 60	.....Birtle, Man.....	41	82
37 85	..*Bittern Lake, Alba..	61	1 22
37 85	...Blackfalds, Alba...	57	1 14
28 50	....*Boharm, Sask.....	46	92
24 20	....Boissevain, Man....	40	80
37 55	....Bowden, Alba.....	57	1 14
33 90	....*Bowell, Alba.....	53	1 06
34 20	..*Bow Island, Alba..	53	1 06
23 75	..*Bradwardine, Man..	40	80
23 00	....Brandon, Man....	39	78
25 80	..*Bredenbury, Sask..	42	84
25 65	...Broadview, Sask...	42	84
37 20	Via (Lethbridge)*Brocket, Alb	56	1 12
22 95	....Brookdale, Man....	39	78

* Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

From Points in Ontario, Sharbot Lake and West.	-TO-	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West	
		Carloads minimum 24,000 lbs.	Less than Carloads
PASS'R SECOND CLASS		CENTS PER 100 LBS.	
\$34 95	.... *Brooks, Alba	54	1 08
21 15	.... *Buchan, Man....	35	70
33 60	.. *Bull's Head, Alba..	52	1 04
28 40	..... *Bulyea, Sask.....	46	92
84 40	.... *Burdett, Alba....	53	1 08
21 95	.... Burnside, Man....	37	74
25 25	.... *Burrows, Sask....	42	84
21 00	..... *Busteed, Ont.....	33	66
37 20	} ... Calgary, Alba.. }	57	1 14
38 55			
24 80	.... *Cameron, Man....	39	78
38 05	.... Camrose, Alba....	61	1 22
22 60	.... Carberry, Man....	39	78
21 75	..... *Carey, Man.....	36	72
25 00	.... Carievale, Sask....	41	82
	[via Brandon]		
25 35	..... Carlyle, Sask.....	42	84
22 10	..... Carman, Man.....	37	74
31 45	.. *Carmichael, Sask...	50	1 00
25 10	.... Carnduff, Sask....	42	84
	[via Brandon]		
	[via Pembina Section]		
23 35	.... *Carnegie, Man....	40	80
28 65	..... Caron, Sask.....	46	92
23 30	..... Carroll, Man.....	39	78
37 55	.... Carstairs, Alba....	57	1 14
23 95	... Cartwright, Man...	40	80
35 05 *Cassils, Alba.....	54	1 08
38 20	[via Calgary] } *Cayley, }	57	1 14
37 60			
	[via Macleod] } Alba.... }		

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From Points in Ontario, Sharbot Lake and West.	-TO-	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West	
		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
PASS'R SECOND CLASS			
\$29 40	....*Chaplin, Sask....	47	94
22 95	.....Chater, Man.....	39	78
36 60	....*Cheadle, Alba....	56	1 12
37 75	...*Chigwell, Sask....	60	1 20
35 25	....*Chin, Alba.....	54	1 08
37 00	....*Chokio, Alba	56	1 12
25 65	..*Churchbridge, Sask.	42	84
21 65	...*Clandeboye, Man...	37	74
38 85	via Calgary } Claresholm, }	56	1 12
36 90	via Macleod } Alba..... }		
23 65	...Clearwater, Man...	39	78
35 90	.....*Cluny, Alba.....	55	1 10
35 40	....*Coaldale, Alba....	55	1 10
38 10	....Cochrane, Alba....	57	1 14
38 80	....*Coleman, Alba....	57	1 14
33 50	....*Coleridge, Alba...	52	1 04
32 10	.....*Colley, Sask.....	51	1 02
24 80	.....Coulter, Man.....	39	78
37 85	(Via Lethbridge) Cowley, Alb.	57	1 14
24 20	.... Crandall, Man	41	82
31 90	...Crane Lake, Sask...	50	1 00
26 35	...*Creelman, Sask.....	44	88
37 55	....Crossfield, Alba....	57	1 14
21 00	.....*Cross, Ont.....	33	66
35 70	....*Crowfoot, Alba ...	55	1 10
23 55	...Crystal City, Man...	39	78
21 85	....*Culross, Man.....	37	74
21 00	.....*Culver, Man.....	34	68
32 80	...*Cummings, Sask...	52	1 04
27 80Cupar, Sask.....	45	90
22 90	..Cypress River, Man..	38	76
24 70Dalny, Man.....	39	78

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From Points in Ontario, Sharbot Lake and West.	- TO -	From Canadian Pacific By. Stations in Ontario, Sharbot Lake and West	
		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
\$22 90	....Darlingford, Man....	38	76
21 00	.... *Darwin, Man.....	34	68
38 60	...*Daysland, Alba....	62	1 24
23 80	.....*Deleau, Man.....	40	80
24 20	....Deloraine, Man....	41	82
21 95	.....DeWet, Man.....	36	72
37 55	[via Calgary] } *DeWinton	57	1 14
38 20	[via Macleod] } Alba....		
37 55	....Didsbury, Alba....	57	1 14
22 15	. Dominion City, Man .	36	72
22 80	.....Douglas, Man.....	39	78
35 70	...*Dranoel, Alba....	55	1 10
	[via Lethbridge]		
28 40	[via Pasqua] } *Drink-	46	92
28 80	[via Estevan] } water, Sask }		
26 10	.....Dubuc, Sask.....	43	86
21 80	....*Dufrost, Man.....	36	72
25 50	....*Dumas, Sask.....	42	84
	[Via Reston]		
33 50	. Dunmore Junc., Alba .	52	1 04
27 65	.....*Dysart, Sask.....	45	90
28 25	....Earl Grey, Sask....	45	90
24 65	.....Ebor, Man.....	41	82
	[Via Reston]		
22 55	.....Edrans, Man.....	38	76
37 55	....Edmonton, Alba....	57	1 14
37 25	....*Elbow, Sask.....	57	1 14
24 30	....Elkhorn, Man	41	82
37 55*Ellerslie, Alba....	57	1 14
21 90	... Elm Creek, Man ...	37	74

* Flag Stations. All charges must be prepaid.

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o Flag Stations or otherwise, must be prepaid.

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		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
PASS'R SECOND CLASS			
\$24 50	.....Elva, Man..... [via Brandon] [via Pembina Section]	41	82
22 30	....Emerson, Man....	36	72
29 60	....*Ernfold, Sask....	47	94
38 40	....*Erskine, Sask....	60	1 20
25 75	....Esterhazy, Sask....	42	84
26 30	.....Estevan, Sask..... [via Brandon] [via Pembina Section]	43	86
21 70	...Fannystelle, Man...	37	74
25 05	...*Fairlight, Sask.... [Via Reston]	41	82
26 50	....Fillmore, Sask....	44	88
23 95	....*Findlay, Man....	40	80
24 60	....Fleming, Sask....	41	82
25 90	....Forget, Sask....	43	86
32 70	....*Forres, Sask....	51	1 02
23 20	....Forrest, Man....	39	78
21 40	...*Fort Garry, Man...	36	72
21 25	...*Fort Whyte, Man..	36	72
24 75	...Foxwarren, Man...	41	82
27 00	....Francis, Sask....	44	88
23 25	....Franklin, Man....	39	78
25 75	....Frobisher, Sask.... [via Brandon] [via Pembina Section]	42	84
24 80	....Gainsboro, Sask..... [via Brandon] [via Pembina Section]	41	82
22 00	.....*Genest, Man.....	37	74

* Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

From Points in Ontario, Sharbot Lake and West.	-TO-	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West	
		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
PASS'R SECOND CLASS			
\$22 20	.....Gimli, Man.....	37	74
22 55	....Gladstone, Man....	38	76
36 10	....Gleichen, Alba....	55	1 10
23 00	....Glenboro, Man....	38	76
37 95	....Glenbow, Alba....	57	1 14
25 30	...Glen Ewen, Sask....	37	74
	[via Brandon]		
	[via Pembina Section]		
21 00	.....*Gonor, Man.....	35	70
24 40	....Goodlands, Man....	38	76
27 70	..Grand Coulee, Sask..	45	90
21 25	..*Grande Pointe, Man.	36	72
34 55	..*Grassy Lake, Alba..	54	1 08
26 30	....Grayson, Sask....	43	86
25 95	....Grenfell, Sask	43	86
22 35	....Gretna, Man.....	36	72
23 55	....Griswold, Man....	40	80
31 30	....Gull Lake, Sask....	50	1 00
21 70	....*Gunton, Man.....	37	74
37 75	....*Gwynne, Alba....	61	1 22
27 05	....Halbrite, Sask	44	88
	[via Brandon and Estevan]		
	[via Pembina Section and Estevan]		
24 00	....Hamiota, Man	40	80
23 45	....*Harbor, Man.....	39	78
23 85	....*Harding, Man....	40	80
39 45	....Hardisty, Alba....	63	1 26
24 15	....Hargrave, Man....	41	82
25 20	...*Harrowby, Man...	41	82

* Flag Stations. All charges must be prepaid.

† Tickets must have stamped or written across the face "Via Brandon."

†† Tickets must have stamped or written across the face "Via Pembina Section."

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid..

From Points in Ontario, Sharbot Lake and West.	-TO-	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West	
		Carloads minimum 2,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
PASS'R SECOND CLASS			
\$23 85	....†Hartney, Man.... [via Brandon] [via Carman]	40	80
22 10	...*Haywood, Man...	37	74
25 55	...*Hazelcliff, Sask...	42	84
21 30	...*Headingly, Man...	36	72
29 95	....*Herbert, Sask....	48	96
26 20	....Heward, Sask....	44	88
21 75	...High Bluff, Man...	37	74
38 00	[via Calgary] } High River, }	57	1 14
37 75	[via Macleod] } Alba.... }		
25 95	..††*Hirsch, Sask.... [Via Brandon] [Via Pembina Section]	43	86
25 50	...*Hitchcock, Sask... [via Brandon and Estevan [via Pembina Section] and Estevan]	44	88
37 55	...*Hobbema, Alba...	57	1 14
22 70	....Holland, Man....	38	76
24 10	....Holmfield, Man....	40	80
21 00	....*Horner, Ont....	33	66
26 60	..Indian Head, Sask..	44	88
21 00	.....Ingolf, Ont.....	33	66
37 55	....Innisfail, Alba....	57	1 14
27 00*Insinger, Sask....	43	86
33 15Irvine, Alba.....	52	1 04
21 00*Julius, Man.....	35	70
26 25*Kaiser, Sask... ..	44	88

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Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

From Points in Ontario, Sharbot Lake and West.	-TO-	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West	
		Carloads minimum 24,000 lbs.	Less than Carloads
PASS'R SECOND CLASS		CENTS PER 100 LBS.	
\$37 60	.....*Keith, Alba....	57	1 14
24 30	.....*Kelloe, Man.....	40	80
23 20	....Kemnay, Man....	39	78
21 00	.....Kenora, Ont.....	33	66
	[Rat Portage]		
25 70	...*Kennedy, Sask....	42	84
	[vis Reston]		
23 90	.....Kenton, Man	40	80
22 70	.....Keyes, Man.....	38	76
26 45	....*Killaley, Sask....	43	86
38 95	.....Killam, Alba....	62	1 24
24 20	....Killarney, Man....	40	80
32 50	....*Kincorth, Sask....	51	1 02
34 50	....*Kininvie, Alba....	53	1 06
36 06	.....*Kipp, Alba	55	1 10
24 50	.....Kirkella, Man	41	82
25 70	.....Kisbey, Sask.....	43	86
27 45	.....Kronau, Sask.....	45	90
21 00	. Lac du Bonnet, Man .	35	70
37 55	....Lacombe, Alba....	57	1 14
27 30	.....*Lajord, Sask.....	45	90
22 80	....*Landseer, Man....	38	76
27 95	[vis Estevan]*Lang, Sask..	45	90
36 80	.... Langdon, Alba....	56	1 12
25 45	...Langenburg, Sask...	42	84
34 30	....*Langevin, Alba ...	53	1 06
23 25	... La Riviere, Man ...	39	78
21 35	.....La Salle, Man.....	36	72
35 40	....*Lathom, Alba....	55	1 10

* Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

From Points in Ontario, Sharbot Lake and West.	-TO-	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West	
		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
PASS'R SECOND CLASS			
\$24 05	.....¶Lauder, Man..... [via Brandon]	40	80
39 05	[via Calgary] } Leavings, }	56	1 12
36 70	[via Macleod] } Alba..... }	57	1 14
37 55	.....Leduc, Alba.....	44	88
26 80	....Lemberg, Sask....	40	80
24 05	.....Lenore, Man.....	55	1 10
35 60	...Lethbridge, Alba...	49	98
30 75	.....*Leven, Sask.....	45	90
27 45	.....Lipton, Sask.....	62	1 24
39 25	...*Lougheed, Alba...	57	1 14
38 05	...*Lundbrek, Sask...	39	78
24 85	.....Lyleton, Man.....	41	82
24 85	....*McAuley, Man....	44	88
27 00	.....McLean, Sask.....	36	72
21 75	...*McTavish, Man...	37	74
22 05	...Macdonald, Man...	38	76
22 20	...MacGregor, Man...	56	1 12
39 35	[via Calgary] } Macleod, }	44	88
36 40	[via Lethbridge] } Alba... }		
26 70	.... Macoun, Sask [via Brandon and Estevan] [via Pembina Section and Estevan]	38	76
23 00	.... Manitou, Man	42	84
25 15	.....Manor, Sask.	41	82
24 65	....*Manson, Man....	51	1 02
32 30	...Maple Creek, Sask...	45	90
27 95	...*Markinch, Sask...	37	74
21 45	....Marquette, Man....		

* Flag Stations. All charges must be prepaid.

¶ Tickets must have stamped or written across the face "Via Brandon."

Charges for less than carloads, whether shipments to Flag Stations or otherwise, must be prepaid.

From Points in Ontario, Sharbot Lake and West.	-TO-	From Canadian Pacific By.	
		Stations in Ontario, Sharbot Lake and West.	
		Carloads minimum 24,000 lbs.	Less than Carloads
PASS'R SECOND CLASS		CENTS PER 100 LBS.	
\$24 90	...*Maryfield, Sask.... [Via Reston]	41	82
23 80	.....Mather, Man.....	39	78
21 35	....Meadows, Man.....	36	72
33 60	..Medicine Hat, Alba..	52	1 04
24 20	.....Medora, Man.....	41	82
22 50	...*Melbourne, Man...	38	76
24 35	.....Melita, Man..... [via Brandon] [via Pembina Section]	41	82
23 70	...†*Menteith, Man... [via Brandon]	40	80
23 00	....Methven, Man....	39	78
26 85	....*Midale, Sask..... [via Brandon and Estevan] [via Pembina Section and Estevan]	44	88
21 15	.*Middlechurch, Man.	36	72
37 40	[via Calgary] } Midna-	57	1 14
38 35	[via Macleod] } pore, Alba }		
28 15	(Estevan) Milestone, Sask.	45	90
37 55	.....Millet, Alba.....	57	1 14
25 15	...*Millwood, Man....	41	82
21 00	.....*Milner, Man.....	35	70
24 40	.....Miniota, Man.....	41	82
23 45	...Minnedosa, Man...	39	78
21 00	.....Molson, Man.....	35	70
23 15	..*Moore Park, Man...	39	78
28 35	...Moose Jaw, Sask...	46	92
24 75Moosomin, Sask....	41	82

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Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

From Points in Ontario, Sharbot Lake and West.	-TO-	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West	
		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
PASS'R SECOND CLASS			
\$22 60	.....Morden, Man.....	38	76
38 90	.....Morley, Alba.....	58	1 16
37 55	..*Morningside, Alba..	57	1 14
21 80	.....Morris, Man.....	36	72
29 80	.....Morse, Sask.....	48	96
28 85	....*Mortlach, Sask....	46	92
23 80	....Mowbray, Man....	40	80
21 15	..*Murray Park, Man..	36	72
36 35	....*Namaka, Alba....	56	1 12
38 35	[via Calgary] } Nanton,	57	1 14
37 40	[via Macleod] } Alba....		
24 20	†††Napinka Br'ch, Man.	41	82
	[via Brandon]		
	[via Pembina Section]		
24 20	....†*Naples, Man....	41	82
26 00	....*Neelby, Sask.....	43	86
23 05	....Neepawa, Man....	39	78
23 15	....Nesbitt, Man.....	39	78
21 80	....*Netley, Man.....	37	74
26 60	....Neudorf, Sask.....	44	88
23 80	....Newdale, Man....	40	80
38 25	....*Nevis, Alba.....	60	1 20
24 20	.....Ninga, Man.....	40	80
21 50	...*Niverville, Man....	36	72
26 75	†††North Portal, Sask	44	88
	[via Brandon and Estevan]		
	[via Pembina Section and Estevan]		
23 70Oak Lake, Man....	40	80

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†† Tickets must have stamped or written across the face "Via Pembina Section."

From Points in Ontario, Sharbot Lake and West.	- TO -	From Canadian Pacific By. Stations in Ontario, Sharbot Lake and West	
		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
PASS'R SECOND CLASS			
\$23 85	....Oak River, Man....	40	80
25 80	...*Oakshela, Sask...	43	86
22 85	....*Oberon, Man....	39	78
38 30	....*Ohaton, Sask....	61	1 22
37 75	[via Calgary] } Okotoks, }	57	1 14
38 00	[via Macleod] } Alba.... }		
37 55	.....Olds, Alba.....	57	1 14
26 45	....*Orcadia, Sask....	43	86
26 70	.....*Osage, Sask.....	44	88
21 60	....*Osborne, Man....	36	72
37 55	...*Otoskwan, Alba...	57	1 14
21 65	...Otterburne, Man...	36	72
25 45	....†††Oxbow, Sask....	42	84
	[via Brandon]		
	[via Pembina Section]		
39 10	.....*Ozada, Alba....	58	1 16
29 00	.... Parkbeg, Sask.....	47	94
21 25	....*Parkdale, Man....	36	72
38 60	[via Calgary] } *Parkland, }	58	1 16
37 20	[via Macleod] } Alba.... }		
33 40	....*Pashley, Alba....	52	1 04
28 15	....Pasqua, Sask.....	46	92
27 30	....*Patrick, Sask.....	45	90
36 20	(^{via} Lethbridge)*Pearce, Alba	56	1 12
36 75	(^{via} Lethbridge)*Peigan, Alba	56	1 12
23 45	...*Pendennis, Man...	40	80
37 55 Penhold, Alba....	57	1 14
27 85Pense, Sask.....	45	90
25 50*Percival, Sask....	42	84

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†† Tickets must have stamped or written across the face "Via Pembina Section."

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From Points in Ontario, Sharbot Lake and West.	-TO-	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West	
		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
\$23 65	....*Pettapiece, Man... [via Chater]	40	80
24 65	...†††Pierson, Man.... [via South-Western Branch] [via Pembina Section]	41	82
27 30	...*Pilot Butte, Sask...	45	90
23 45	..Pilot Mound, Man..	39	78
37 55	(via Lethbridge)Pincher,Alba	57	1 14
22 40	...*Pine Creek, Man...	38	76
26 65	.....*Pinto, Sask. [via Brandon and Estevan] [via Pembina Section and Estevan]	44	88
24 15	....Pipestone, Man....	40	80
22 30	..Plum Coulee, Man..	37	74
21 95	....*Ponemah, Man. .	37	74
37 55	.... Ponoka, Alba	57	1 14
21 60	...Poplar Point, Man...	37	74
21 85	Portage la Prairie, Man.	37	74
34 70	.*Purple Springs, Alba.	54	1 08
23 45	.....Purves, Man.....	39	78
26 85	...Qu'Appelle, Sask....	44	88
38 55	.....*Radnor, Alba....	58	1 16
27 15*Ralph, Sask..... [via Brandon and Estevan] [via Pembina Section and Estevan]	44	88
23 45	...Rapid City, Man...	40	80

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†† Tickets must have stamped or written across the face "Via Pembina Section."

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From Points in Ontario, Sharbot Lake and West.	-TO-	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West	
		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
PASS'R SECOND CLASS			
\$22 40	....Rathwell, Man....	38	76
21 55	.... Reaburn, Man	37	74
37 55	....Red Deer, Alba....	57	1 14
24 90	...Red Jacket, Sask...	42	84
24 85	.... Redvers, Sask	41	82
27 50	.....Regina, Sask.....	45	90
21 00	.....Rennie, Man.....	34	68
24 30	.....Reston, Man.....	41	82
24 20	.... *Rhodes, Man.....	40	80
27 50	.. *Richardson, Sask ..	45	90
22 20	.....*Riordan, Man....	36	72
23 45	...*Riverdale, Man...	40	80
..	... Rocanville, Sask ...	42	84
26 50	.. Roche Percee, Sask ..	43	86
	[via Brandon and Estevan] [via Pembina Section and Estevan]		
26 15	....*Rokeby, Sask....	43	86
22 10	....Rosenfeld, Man....	36	72
21 25	..... Rosser, Man	36	72
28 60	(Via Estevan) Rouleau, Sask.	46	92
23 80	...*Routledge, Man....	40	80
30 15	...Rush Lake, Sask...	48	96
25 20	.....Russell, Man.....	41	82
25 95	.... Saltcoats, Sask	42	84
37 65	[via Calgary] } *Sandstone, }	57	1 14
38 10	[via Macleod] } Alba.... }		
23 95	.....*Scarth, Man.....	40	80
	[via Carman]		
23 65	*Schwitzer Junc., Man.	40	80
29 20 *Secretan, Sask ...	47	94
39 10	...Sedgewick, Alba...	62	1 24
27 15Sedley, Sask.....	44	88

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Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

From Points in Ontario, Sharbot Lake and West.	- TO -	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West	
		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
PASS'R SECOND CLASS			
\$21 00	.....Selkirk, Man.....	35	70
33 80	.*Seven Persons, Sask.	53	1 06
30 90	....*Seward, Sask....	49	98
22 75	.....Sewell, Man.	39	78
21 50	...*Shanawan, Man...	36	72
26 30	.....*Shand, Sask.....	44	88
	[via Brandon and Estevan]		
	[via Pembina Section and Estevan]		
27 15	.....Sheho, Sask.....	44	88
21 00	.....*Shelly, Man.....	34	68
37 00	....*Shepard, Alba....	57	1 14
24 15	...Shoal Lake, Man...	40	80
31 70	...*Sidewood, Sask...	50	1 00
22 40	.....Sidney, Man.....	38	76
24 45	.....Sinclair, Man.....	41	82
26 40	....Sintaluta, Sask....	43	86
23 60	....Snowflake, Man...	39	78
24 45	....Solsgirth, Man....	40	80
23 50	.....†Souris, Man.....	39	78
	[via South-Western Branch]		
	[via Kemnay]		
35 20	....*Southesk, Alba....	54	1 08
28 05	....*Southey, Sask....	45	90
26 60	...*Springside, Sask...	43	86
21 45	...*Springstein, Man...	37	74
33 75*Stair, Alba.....	53	1 06
21 55Starbuck, Man....	37	74

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Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

From Points in Ontario, Sharbot Lake and West.	-TO-	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West.	
		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER 100 LBS	
PASS'R SECOND CLASS			
\$38 65	[via Calgary] { *Stavely, }	57	1 14
37 10	[via Macleod] { Alba.... }	61	1 22
38 55	.... Stettler, Alba....	56	1 12
36 20	.... *Stobart, Alba....	43	86
25 95	... *Stockholm, Sask...	39	78
23 00	.... *Stockton, Man....	36	72
21 40	.... Stonewall, Man....	36	72
21 30	.. Stony Mountain, Man.	43	86
26 05	... Stoughton, Sask...	46	92
28 55	... Strassburg, Sask...	40	80
23 95	... Strathclair, Man...	57	1 14
37 55	... Strathcona, Alba...	56	1 12
36 40	[South Edmonton] .. Strathmore, Alba..	62	1 24
38 80	.... *Strome, Alba....	36	72
21 00	... St. Boniface, Man...	37	74
22 20	... *St. Claude, Man...	36	72
21 10	... *St. James, Man...	55	1 10
36 00	... *St. Mary's, Alba...	36	72
21 00	... *St. Norbert, Man...	53	1 06
34 10	.... *Suffield, Alba....	43	86
26 10	.. Summerberry, Sask..	49	98
30 60	.. Swift Current, Sask..	54	1 08
35 00	..... Taber, Alba.....	42	84
25 40	[via Lethbridge] Tantallon, Sask....	60	1 20
37 95	..... *Tees, Alba.....	34	68
21 00 *Telford, Man.....	37	74
21 80 Teulon, Man.....	43	86
26 80 *Theodore, Sask....	38	76
22 70 Thornhill, Man....		

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Charges for less than carloads, whether shipments be Flag Stations or otherwise, must be prepaid.

From Points in Ontario, Sharbot Lake and West.	-TO-	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West	
		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
PASS'R SECOND CLASS			
Rate			
\$34 65	.....*Tilley, Alba.....	54	1 08
31 65	...*Tompkins, Sask...	50	1 00
23 00	...*Treesbank, Man...	39	78
22 55	....Treherne, Man....	38	76
37 30	[via Calgary] { *Turner,	57	1 14
38 45	[via Macleod] { Alba....		
21 00	.....Tyndall, Man.....	35	70
26 85	.....Tyvan, Sask.....	44	88
23 35	....*Varcoe, Man....	39	78
21 30	*Victoria Park, Man..	36	72
23 95	.....Virden, Man.....	40	80
	[via Carman]		
30 30	....*Waldeck, Sask....	48	96
25 15	....*Walpole, Sask....	42	84
	[via Reston]		
32 95	.....Walsh, Alba.....	52	1 04
25 05	.....Wapella, Sask.....	42	84
24 60	....Waskada, Man....	39	78
25 00	...*Wauchope, Sask...	42	84
25 35	....Wawota, Sask.....	42	84
	[via Reston]		
31 05	....*Webb, Sask.....	49	98
22 75	...Wellwood, Man....	39	78
25 00	....*Welwyn, Sask....	41	82
22 20	...Westbourne, Man...	38	76
36 45	[via Lethb'ge] { *West Mc-	56	1 12
39 30	[via Calgary] { Leod, Alba.		
21 45	..West Selkirk, Man..	36	72
34 90	....*Wetmore, Alba....	54	1 08
37 55	...Wetaskiwin, Alba..	57	1 14
27 40	(via Estevan) Weyburn, Sask.	44	88

* Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

From Point in Ontario, Sharbot Lake and West	-TO-	From Canadian Pacific Ry. Station in Ontario, Sharbot Lake and West.	
		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
PASS'R SECOND CLASS			
\$23 65	..* Wheatland, Man...	40	80
21 00	..Whitmouth, Man..	34	68
24 20	...Whitewater, Man...	41	82
25 35	...Whitewood, Sask...	42	84
33 90	....*Whitla, Alba....	53	1 06
35 75	..*Whoopup, Alba...	55	1 10
	[via Lethbridge]		
21 95	..*Whytewold, Man..	37	74
28 35	....*Wilcox, Sask....	46	92
26 15	..*Windthorst, Sask..	43	86
	(via Reston)		
22 50	....Winkler, Man....	38	76
34 05	...*Winnifred, Sask...	53	1 06
21 00	....Winnipeg, Man....	36	72
22 00	.Winnipeg Beach, Man.	37	74
26 25	....Wolseley, Sask....	43	86
23 40	...*Wood Bay, Man...	39	78
35 05	..*Woodpecker, Alba..	54	1 08
22 40	...*Woodside, Man...	38	76
27 70	...Yellowgrass, Sask...	45	90
	[via Estevan]		
26 30	....Yorkton, Sask....	43	86

* Flag Stations. All charges must be prepaid.

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

TO OBTAIN COPIES OF THIS BOOK TIME TABLES AND PAMPHLETS

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Aylmer.....E. C. Monteith
Barrie.....R. J. Fletcher
Beaverton.....J. J. Cave
Beeton.....W. J. Anderson
Belleville.....S. Burrows
Berlin.....A. J. Roos
Blenheim.....W. E. Hall
Blythe.....Jas. McMurchie
Bothwell.....E. Humphries
Bowmanville.....C. B. Kent
Bracebridge.....R. P. Perry
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Brantford.....W. Lahey
Brighton.....W. W. Porte
Brussels.....T. Farrow
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Chatham.....E. Fremlin
Chesley.....M. A. Halliday
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Cobourg.....R. J. Craig
Coldwater.....E. G. Millard
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Dresden.....W. H. Switzer
Durham.....R. McFarlane
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Elmira.....A. Werner
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Enterprise.....R. Cox
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Forest.....H. J. Pettypiece
Galt.....A. McKean
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Glencoe.....R. Clanahan
Goderich.....Jos. Kidd
Guelph.....J. Heffernan
Grimsby.....E. H. Oulp
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Harriston.....W. F. Brisbin
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Ingersoll.....Jas. Enright
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Meaford.....Alex. Sunter
Millbrook.....H. A. Turner
Milton.....M. E. Parks
Mitchell.....W. R. Davis
Moorefield.....A. Malcolmson
Mt. Forest.....J. A. Burke
Napanee.....E. McLaughlin
New Hamburg.....L. Peine
Newmarket.....L. Atkinson
Norwich.....R. A. Vair
Oakville.....J. R. Byers
Orangeville.....J. R. Gillespie
Orillia.....C. B. Janes
Oshawa.....J. McTaggart
Owen Sound.....Jas. Skinner
Paisley.....W. H. McFarlane
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Paris.....A. H. Baird
Parry Harbor.....J. C. Whitcho
Parry Sound.....W. B. W. Armstrong
Penetanguishene.....O. A. Nettleton
Peterboro'.....W. McIlroy
Port Hope.....T. Long & Son
Port Perry.....A. J. Davis
Preston.....C. Nispel
Rodney.....S. B. Morris
Sarnia.....D. McCrae
Seaforth.....Stewart Bros.
Shelburne.....W. L. Smith
Simcoe.....E. H. Jackson
St. Catharines.....Jas. Adie
St. Marys.....A. Carman
Stratford.....John Brown
Strathroy.....J. D. Meekison
St. Thomas.....J. A. Ross
Tamworth.....Carscallan & Wagar
Tilbury.....D. Smith
Tillsonburg.....A. E. Raynes
Thamesville.....Duncan & Duncan
TORONTO.....W. MAUGHAN
Trenton.....W. Booth
Uxbridge.....F. W. Crosby
Walkerton.....T. E. Atwood
Wallaceburg.....Jno. A. Burgess
Watford.....J. H. Hume
Welland.....B. Lundy
Whitby.....E. R. Blow
Warton.....S. W. Cross
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Yarker.....B. S. O'Loughlin

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